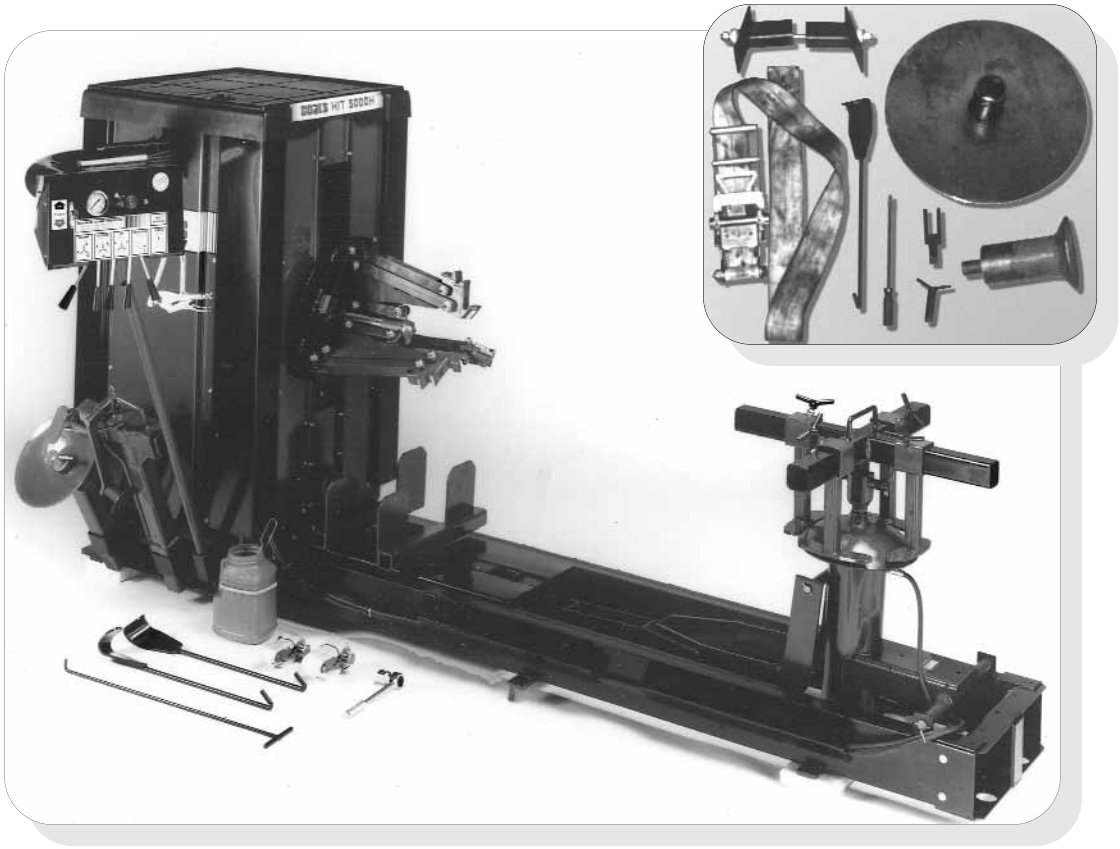
coats®

H.I.T. 5000H2
TRUCK TIRE CHANGER



Installation Instructions
Operating Instructions
Safety Instructions
Maintenance Instructions

READ these instructions before placing unit in service KEEP these and other materials delivered with the unit in a binder near the machine for ease of reference by supervisors and operators.

HENNESSY INDUSTRIES, INC.
1601 J. P. Hennessy Drive, LaVergne, TN USA 37086-3565 615/641-7533 800/688-6359
HENNESSY INDUSTRIES INC. Manufacturer of AMMCO®, COATS® and BADA® Automotive Service Equipment and Tools.
Manual Part No.: 8184121 00
Revision: 8/00

Contents

Table of Contents

Operator Protective Equipment iv

Definitions of Hazard Levels iv

Safety Instructions

Bead Loosening v

Demounting & Mounting v

Inflation v

Installation vi

Electrical Installation vi

Principal Operating Parts

Specifications 1

Wheel Clamping 2

Tubeless, Duplex & Supersingle Tires

Bead Loosening 3

Demounting 3

Mounting 4

Wheels with Lock Rings

Bead Loosening and Demounting 5

Mounting 5

Farm Tires

Bead Loosening 6

Demounting 6

Mounting 7

Hutchinson Run Flat Tires

Demounting 8

Mounting 10

Hutchinson LAV-III Military Tire

Extended Service Kit Items 13

Demounting 13

Tire Spreading 15

Mounting 16

Tire Spreading

Method A: 19

Method B: 19

Maintenance 20

Truck Tire Changer Warranty Policy . . . . . Back

Service Policy . . . . . Back

WARNING

Failure to follow danger, warning, and caution instructions may lead to serious personal injury or death to operator or bystander or damage to property. Do not operate this machine until you read and understand all the dangers, warnings and cautions in this manual. For additional copies of either, or further information, contact:

Hennessy Industries, Inc.
1601 J.P. Hennessy Drive
LaVergne, TN 37086-3565
(615) 641-7533 or (800) 688-6359
www.ammcoats.com

Operator Protective Equipment

Personal protective equipment helps make tire servicing safer. However, equipment does not take the place of safe operating practices. Always wear durable work clothing during tire service activity. Loose fitting clothing should be avoided. Tight fitting leather gloves are recommended to protect operator's hands when handling worn tires and wheels. Sturdy leather work shoes with steel toes and oil resistant soles should be used by tire service personnel to help prevent injury in typical shop activities. Eye protection is essential during tire service activity. Safety glasses with side shields, goggles, or face shields are acceptable. Back belts provide support during lifting activities and are also helpful in providing operator protection. Consideration should also be given to the use of hearing protection if tire service activity is performed in an enclosed area, or if noise levels are high.

Definitions of Hazard Levels

Identify the hazard levels used in this manual with the following definitions and signal words:

DANGER

Watch for this symbol:

DANGER

It Means: Immediate hazards, which will result in severe personal injury or death.

WARNING

Watch for this symbol:

WARNING

It Means: Hazards or unsafe practices, which could result in severe personal injury or death.

CAUTION

Watch for this symbol:

CAUTION

It Means: Hazards or unsafe practices, which may result in minor personal injury or product or property damage.

Watch for this symbol! It means BE ALERT! Your safety, or the safety of others, is involved!

Safety Instructions

Only properly trained personnel should service tires on the H.I.T. 5000H2. Read all safety and operating instructions thoroughly before using the tire changer.

ALWAYS remove all wheel weights and the valve core to deflate the tire before servicing.

ALWAYS cover the electric motor and switch box before hosing down the tire changer. Be sure water does not enter the motor or switch box.

ALWAYS disconnect the electric power and air supply before attempting any maintenance.

ALWAYS keep all working surfaces clean and free of tire lube buildup.

ALWAYS be aware of what each person is and will do before attempting any two-person operation.

Bead Loosening

NEVER place anything between the bead loosener disc and the tire/wheel.

NEVER place any part of your body between the bead loosener disc and the tire/wheel, severe bodily injury may result.

NEVER allow the bead loosener to contact the wheel, wheel damage may occur.

Demounting & Mounting

NEVER stand on the working table while demounting or mounting a tire.

ALWAYS keep hands, feet, and other objects away from moving parts while the machine in turned on.

ALWAYS place the narrow bead seat to the outside when clamping. Failure to demount the tire from the narrow bead seat side may cause damage to the tire beads.

ALWAYS apply an approved rubber lubricant to rim flanges and both tire beads before demounting or mounting and seating the beads. *NEVER* use antifreeze, silicone, or petroleum base lubricants.

ALWAYS clean and inspect the wheel.

NEVER mount a tire on a damaged or rusty wheel. Wheel damage or rust may cause tire or wheel failure during inflation. Explosion from failure may result in severe injury or death of the operator and bystanders.

ALWAYS be sure the bead opposite the tool is in the drop center before rotating the tire when demounting or mounting to avoid damage to the tire beads.

Inflation

ALWAYS follow all applicable Local, State, and Federal Codes, Rules, and Regulations; such as the Federal OSHA Standard Number 1910.177.

NEVER seat beads or inflate a tire on the tire changer. The H.I.T. 5000H2 is not designed as a safety device or stand for bead seating or inflation.

ALWAYS use an approved inflation chamber or inflation cage.

Installation

It is not necessary to bolt the H.I.T. 5000H2 to the floor. However, if desired, use the holes provided in the base of the machine.

Most electrical codes require machinery that is permanently installed to be wired directly to the power source via conduit.

Remove the H.I.T. 5000H2 from the shipping pallet and position on a relatively level and smooth floor, preferably concrete.

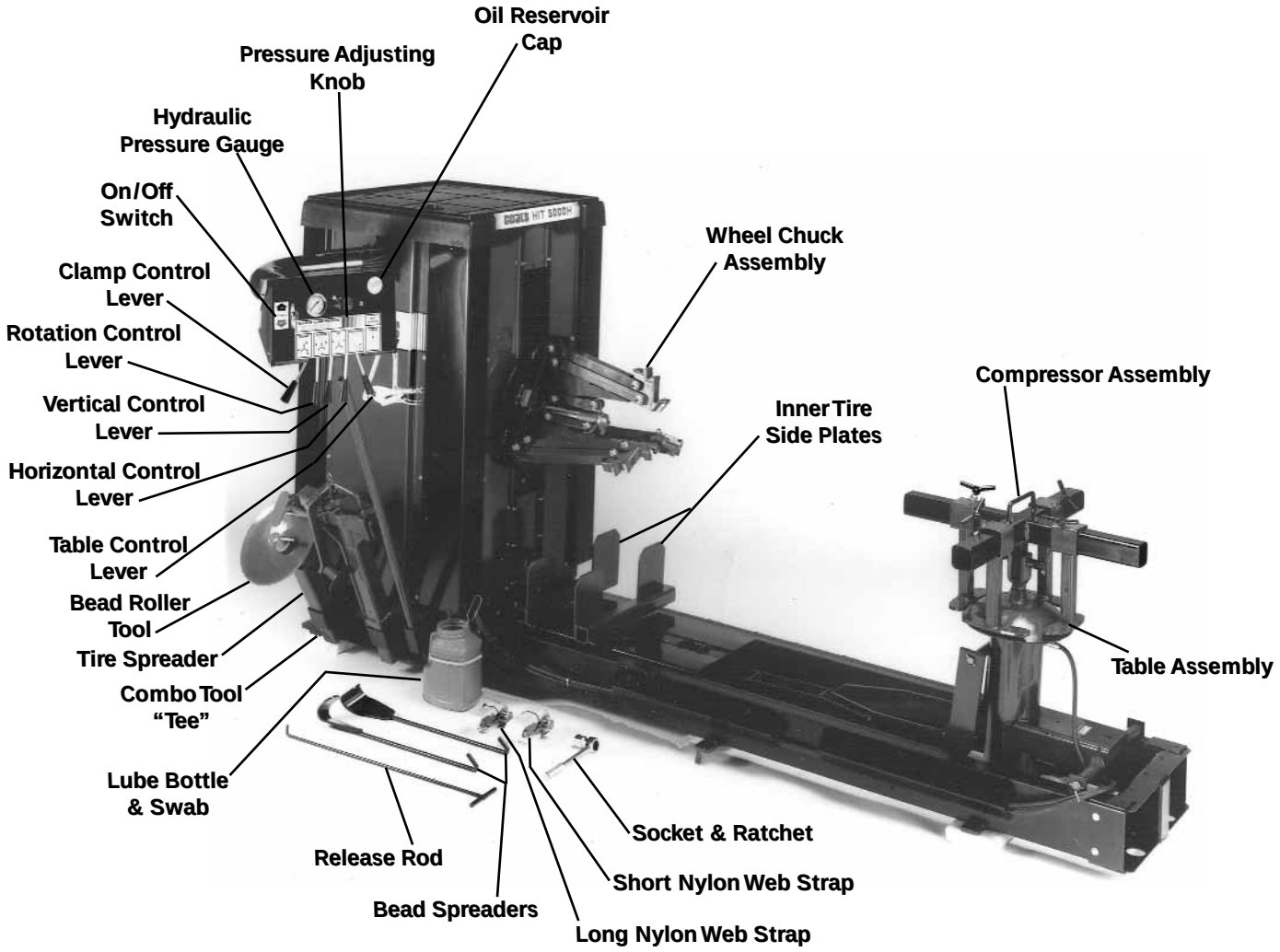
Important: Read this operators manual thoroughly before attempting to change any tires. Also, actuate the controls several times to become familiar with their function and direction.

Electric Installation

The H.I.T. 5000H2 requires 220 volts, 60 cycle, single phase power, with a 20 amp circuit. An optional model is available for 110 volt, single phase.

Important: Have a licensed electrician connect the H.I.T. 5000H2 to the power source. The licensed electrician must sign the warranty registration card to validate the warranty.

Principal Operating Parts

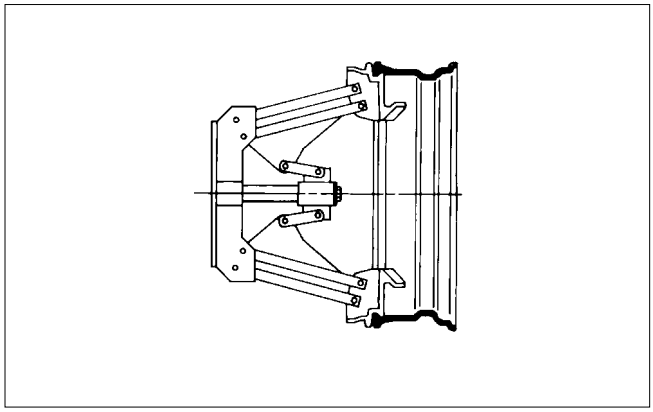


Specifications

Working Area: 10 Foot Wide x 12 Foot Long x 8 Foot Height

Weight: 1,600 Pounds

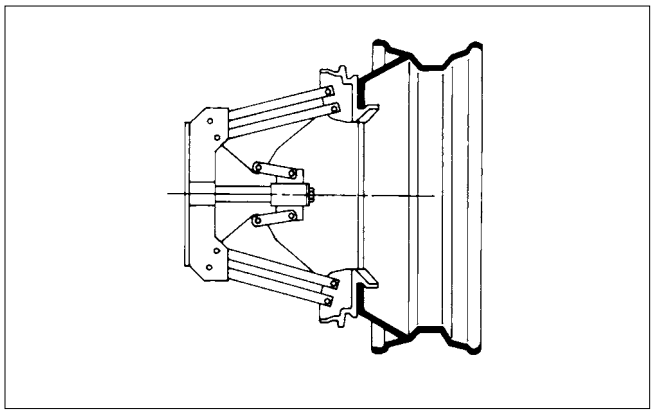
Handles Tires: Truck - 15 Inches to 24.5 Inches Tube-type and Tubeless
Grader, Industrial and Farm - 16 Foot to 42 Inches
Military Run Flats - 15 Inches to 24.5 Inches



Wheel Clamping

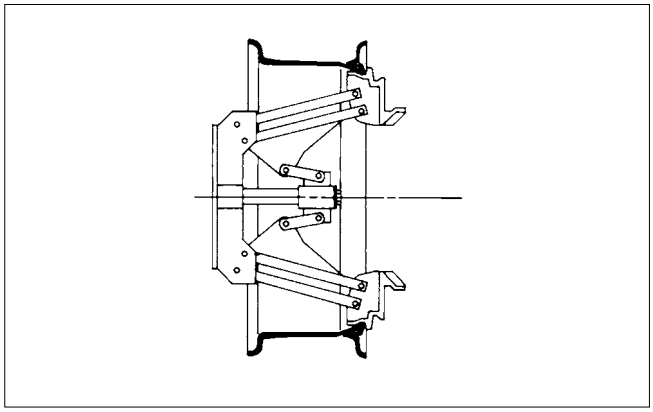
The self-centering chuck is powered by the high pressure hydraulic system to securely lock onto the wheel.

Important: The hydraulic pressure regulator knob, located on the swinging pod front, should normally be set to 1500 PSI. This pressure should be reduced when mounting or demounting weak or light weight wheels.



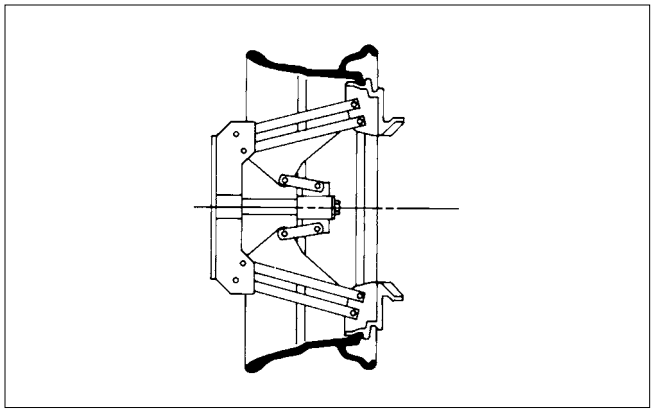
1. Roll the wheel onto the platform with the drop center (or the split ring) away from the chuck. Position the valve stem between two of the jaw clamps so the stem will not be damaged when the wheel is clamped.

2. Rotate the chuck until one of the jaw clamps is in the 12 o'clock position.



3. Open the jaw clamps slightly larger than the opening you are clamping, then move the jaw clamps up or down to the approximate center of the wheel. Refer to the wheel drawings on this page for suggested methods of clamping various types of wheels.

4. Lower the jaw clamps until you can position the wheel on the top jaw clamp. Raise the chuck, which will also raise the wheel off the platform.

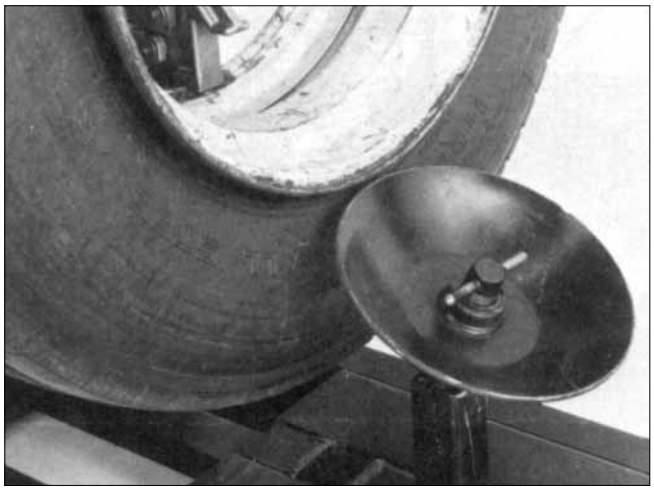


5. Slowly retract the jaw clamps until the wheel falls into the proper position for clamping. Clamp the wheel by pulling the control lever toward you until the hydraulic motor stalls. Release the handle and the wheel is ready for mounting or demounting.

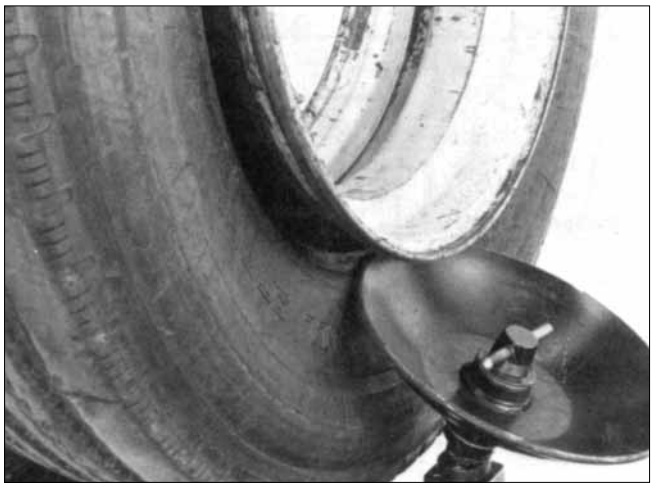
Tubeless, Duplex, and Supersingle Tires

Bead Loosening

1. After locking the wheel on the chuck, remove the valve core and deflate the tire completely.



2. Position the bead loosening disc in one of the square holes in the carriage closest to the outer edge of the tire.



3. Rotate the tire. While the tire is rotating, slowly advance the bead loosening disc to contact the tire bead. Adjust the chuck up or down so the disc is close to the rim.

CAUTION

Do not contact the rim with the bead loosening disc. Damage to the rim may result.

4. Once the rim edge is cleared, the chuck may be lowered to move the disc closer to the tire bead. Continue moving the disc toward the machine until the bead is loosened.

5. While the tire is still rotating, apply a liberal amount of tire lubricant to the tire bead and the rim.

6. Raise the chuck and back the tool away from the tire, being careful not to contact the rim.

7. Move the bead loosening disc to the rear of the tire and repeat the steps above to loosen the rear bead.

Note: Tire lubricant is very important in the demounting and mounting process. While the bead loosening tool is pushing the bead away from the rim edge, liberally lube both beads and the rim. FAILURE TO APPLY LUBE COULD RESULT IN DAMAGE TO THE TIRE BEAD.

Note: Applying a liberal amount of lube to the tire sidewall prior to bead loosening will make the tire more pliable and therefore reduce the likelihood of damage to the sidewall.

Demounting

1. If the rim has an inclined edge of 15 degrees, continue the bead loosening procedure for the rear bead until the tire has been pushed off the rim.

CAUTION

The bead opposite the disc must be in the drop center of the rim. Damage to the bead may occur if the bead is not in the drop center.

2. If the rim has no edge, or has a stiff sidewall, retract the disc and remove it from the carriage. Place the combo tool and tee into position near the outer rim edge.

3 . Tighten the locking handle and move the tool into position near the edge of the rim, as shown above.

4 . Insert the bead lifting tool between the rim and bead at a point near the right side of the tool.

5 . Pry the bead out over the rim. ***Note:*** You may have to assist the bead opposite the tool into the drop center. Use one of the tire tools to pry the top bead into the drop center.

6 . Rotate the wheel counterclockwise while maintaining pressure on the bead lifting tool until the first bead is off.

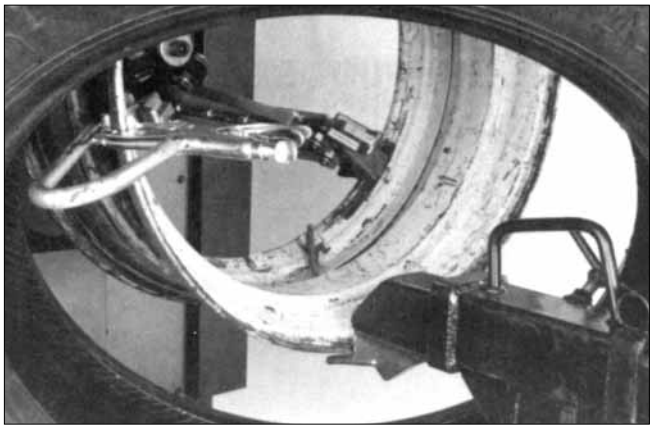
7 . Repeat the steps above for the rear bead.

8 . Retract the tool and remove the tire.

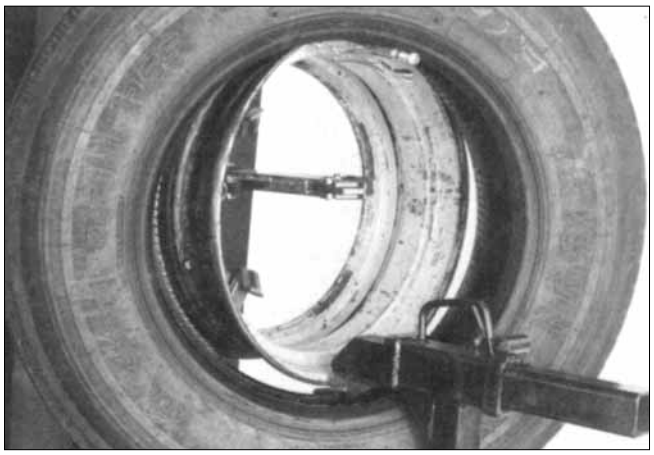
Mounting

1 . LUBE BOTH BEADS LIBERALLY.

2 . Roll the tire onto the carriage and lean it back against the rim.



3 . Position the combo tool near the edge of the rim as shown. DO NOT CONTACT THE RIM.



4 . Securely clamp the vise grip to the rim edge at a position to the left of the combo tool. Rotate the chuck clockwise until the vise grip hooks the inner bead and lifts the tire.

5 . Continue rotating the chuck until the first bead is mounted. **Avoid rotating the vise grip into the combo tool.**

6 . Remove the vise grip and repeat the steps above to mount the outer bead.

⚠ CAUTION

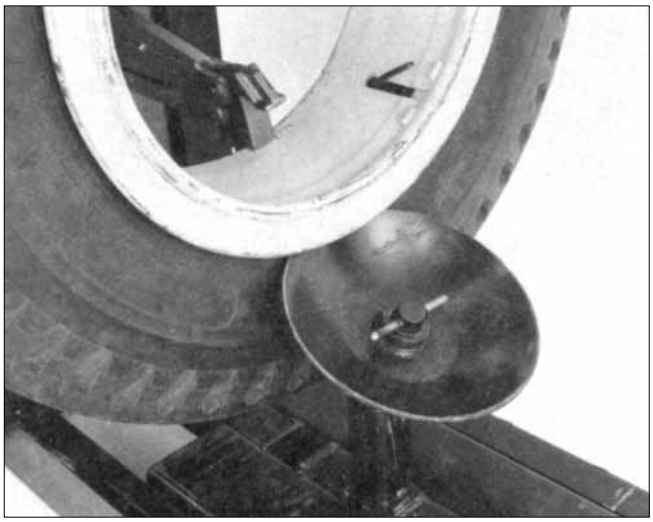
When mounting a tire, the bead must be started in the drop center of the rim. Failure to use the drop center could result in damage to the tire bead.

Note: It may be necessary to push the bead(s) into the drop center during the mounting process.

Note: Tire lubricant greatly reduces the force needed to demount or mount a tire. Liberally lube each bead and rim edge while the bead loosener disc holds the bead away from the rim. FAILURE TO APPLY LUBE COULD RESULT IN DAMAGE TO THE TIRE BEADS.

Wheels with Lock Rings

Bead Loosening and Demounting



1. After chucking the wheel, position the bead loosener disc against the sidewall within 1/4 inch of the lock ring. **Do not contact the ring.**

2. Rotate the wheel and slowly advance the bead loosener disc until the bead is loosened. LIBERALLY LUBE THE TIRE BEAD AND RIM.

3. Use the ring tool to remove the lock ring(s).

4. Raise the tire and move the bead loosening disc into position on the inner bead. Do not contact the rim.

5. Rotate the wheel and slowly advance the disc to push the tire about half way off the wheel. Push the valve stem inside the wheel, then finish pushing the tire off the wheel.

CAUTION

The tube will be damaged if the operator fails to push the valve stem into the wheel before completely removing the tire.

Mounting

1. Roll the tire onto the carriage, and align the rim to the center of the tire.

2. Liberally lube both beads and the rim. Slowly advance the carriage and guide the tire onto the rim. Stop about 1/3 of the way on and insert the tube.

3. Place the bead loosening disc in the carriage. Position it against the tire bead and push the tire onto the rim.

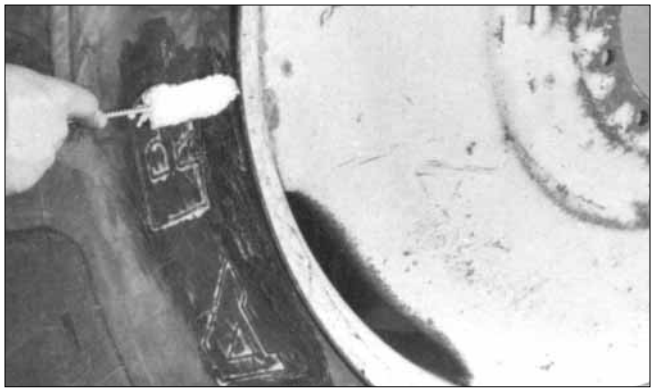
4. With the disc pushing on the outer sidewall, install the ring(s).

Farm Tires

Bead Loosening

1 . Remove the valve core. Deflate the tire away from the machine and remove any calcium chloride or other substances from the tire prior to rolling the wheel onto the tire changer.

2 . After locking the wheel on the chuck, move the bead loosening disc into position near the edge of the rim.



Note: Apply a liberal amount of lube to the tire sidewall. This will regain some of the original flexibility of the rubber, thus reducing possible damage to the sidewall.

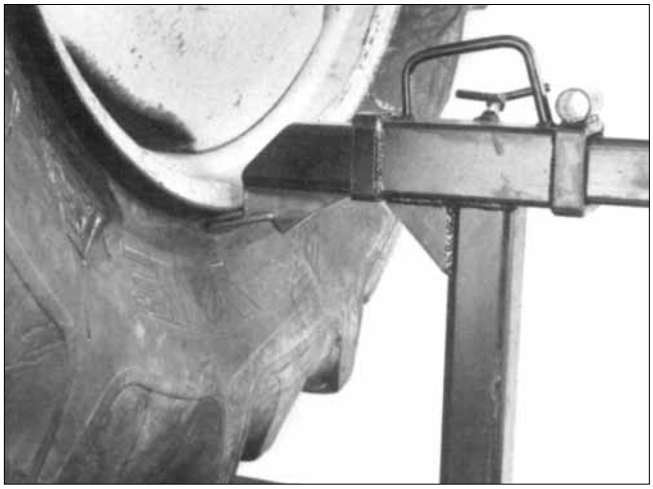
3 . Rotate the wheel and slowly move the bead loosening disc into the sidewall until the bead is loosened.

4 . Continue to rotate the tire and apply a liberal amount of lube to the bead and the rim.

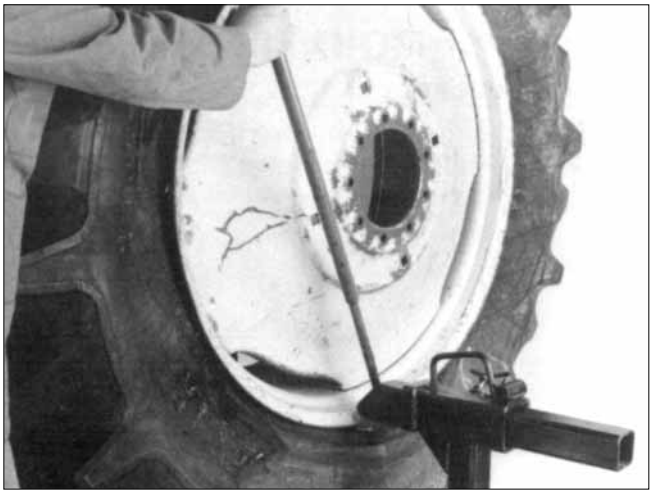
5 . Move the bead loosening tool to the inner bead and repeat the above steps.

Note: Tire lubricant greatly reduces the force needed to demount or mount a tire. Liberally lube each bead and rim edge while the bead loosener disc holds the bead away from the rim. FAILURE TO APPLY LUBE COULD RESULT IN DAMAGE TO THE TIRE BEADS.

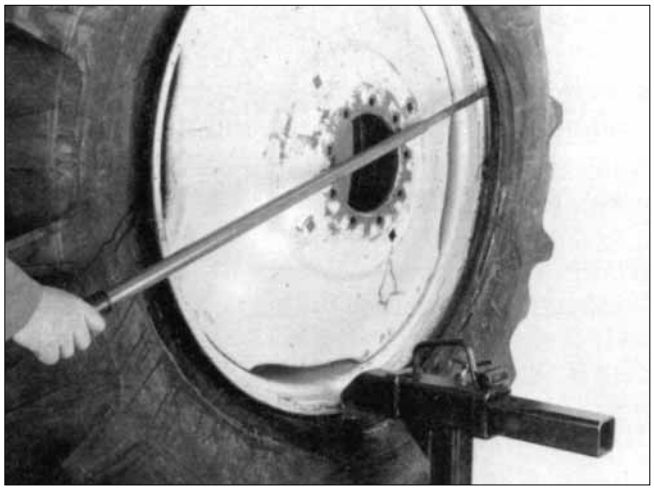
Demounting



1 . Advance the combo tool close to the rim, with the finger past the rim edge.



2 . With the spade tool inserted between the rim and the outer bead, on the right of the combo tool, pry the bead out over the rim edge.



3 . Rotate the wheel counterclockwise while maintaining pressure on the spade tool until the outer bead is demounted. Push the valve stem inside the rim and pull the inner tube out of the tire.

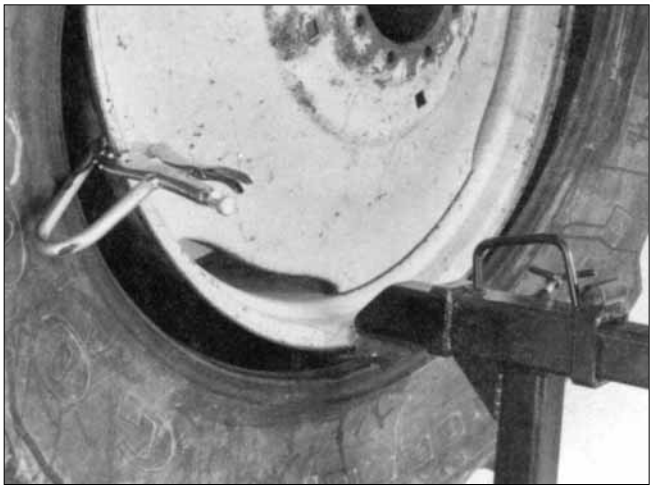
Note: It is possible to roll one or both beads(s) off the rim with the bead loosener disc instead of the combo tool. However, care must be taken not to damage the tube or the valve stem. By alternately rotating the wheel first counterclockwise, then clockwise, being careful not to pass over the valve stem, the tire may be demounted using this method. If the tire is wide, the rim is thin or weak, or the side wall is tough, do not use this method since the bead or the rim may be damaged.

Note: Tire lubricant greatly reduces the force needed to demount or mount a tire. Liberally lube each bead and rim edge while the bead loosener disc holds the bead away from the rim. FAILURE TO APPLY LUBE COULD RESULT IN DAMAGE TO THE TIRE BEADS.

Mounting

1 . Lube both beads and the rim liberally.

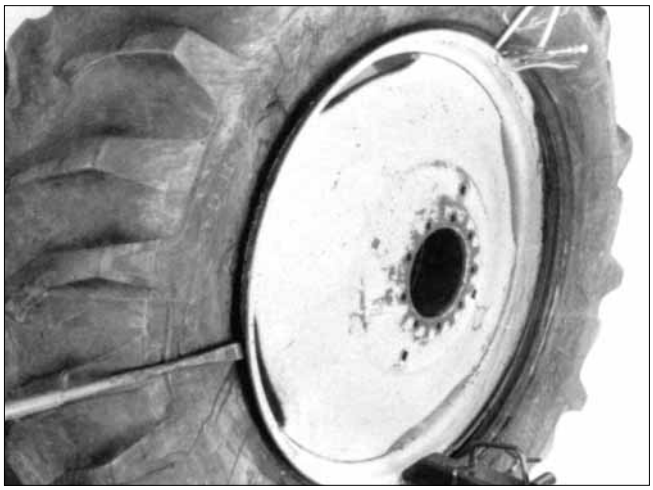
2 . Rotate the rim so the valve stem hole is directly on the bottom, then roll the wheel onto the carriage.



3 . Move the combo tool into position near the edge of the rim.

Note: Mounting of the outer bead is shown in order to see the position of the tools. Position of the tools will be the same for the inner bead.

4 . Lean the tire against the rim and clamp the vise grip on the edge of the rim to the left of the combo tool. Rotate the chuck to lift off the carriage.



5 . Using one of the tire tools to assist the bead into drop center, continue rotating the chuck until the inner bead is mounted.

6 . Insert the inner tube and repeat the above steps to mount the outer bead.

Note: Avoid damage to the valve stem by never allowing the stem to pass the stationary tool.

Hutchinson Run Flat Tires

Demounting

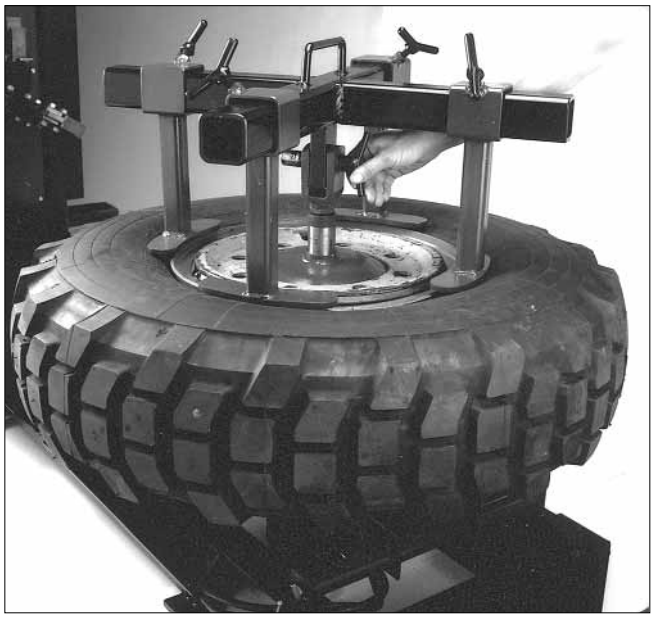
1. By operating the carriage to the extended position, the table will be rotated to the horizontal position.

2. Place the tire and rim over the table top by rolling into place and then leaning back onto the table.

3. Again, using carriage handle, rotate table back to vertical position. As this occurs, the tire and rim will follow and end up sitting on top of the table.

⚠ CAUTION

Ensure that table cylinder is retracted when the above operation is done so there will be no damage to the cylinder shaft.



4. When the table is in the vertical position, manually center the tire and rim so that it lies perpendicular to the table cylinder.

5. Place the tire compressor on top of the tire and pin it to the clevis affixed to the table cylinder.

⚠ CAUTION

Adjust the four arms of the compressor to just clear the lock ring. Tighten all of the "T" handles so they won't move.

⚠ WARNING

Ensure at this point that the tire has been completely deflated and the valve core removed from the valve stem.

6. Compress the retaining ring and tire down enough to clear the lock ring. Using the ring tool, remove the lock ring.

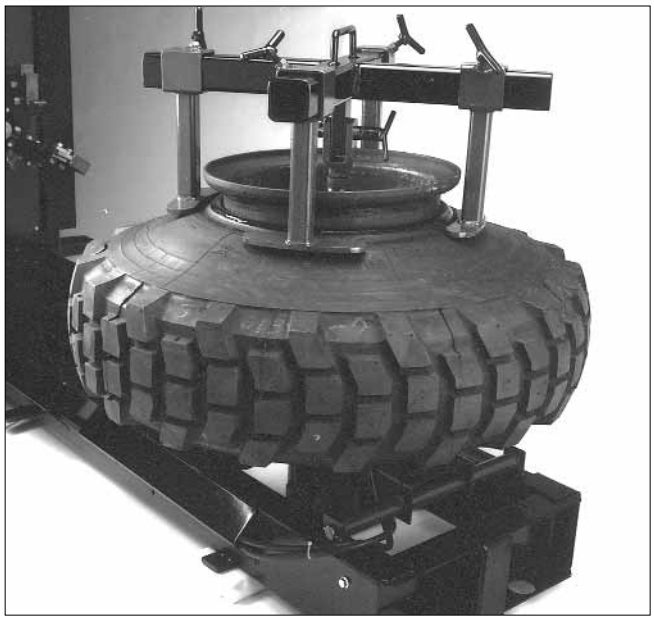
7. Extend the table cylinder and remove the compressor, lock ring, retaining ring and rim seal.

8. Rotate table to the horizontal position. Remove tire and rim, then replace them after turning them 180 degrees.

9. Rotate table back to vertical position.

Note: Rim face should now be on bottom.

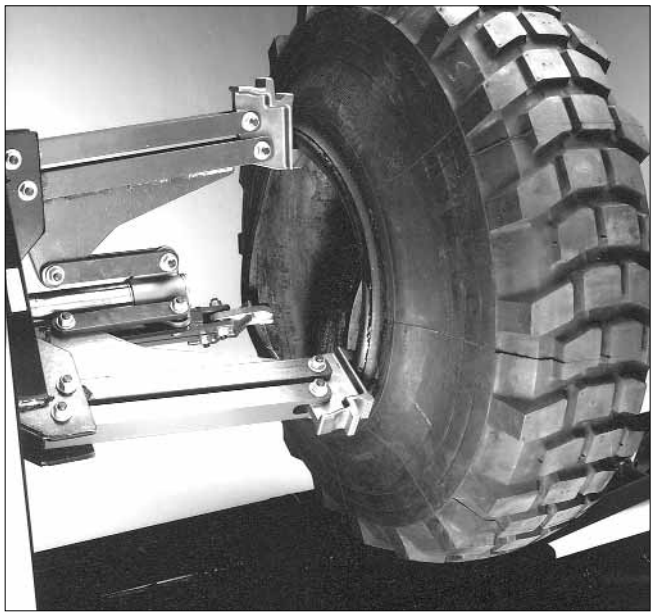
10. Reinstall compressor and pin it to the clevis affixed to the table cylinder.



11. Using table cylinder, press tire and inner tire down off of rim.

12. Remove compressor and rim from table top.

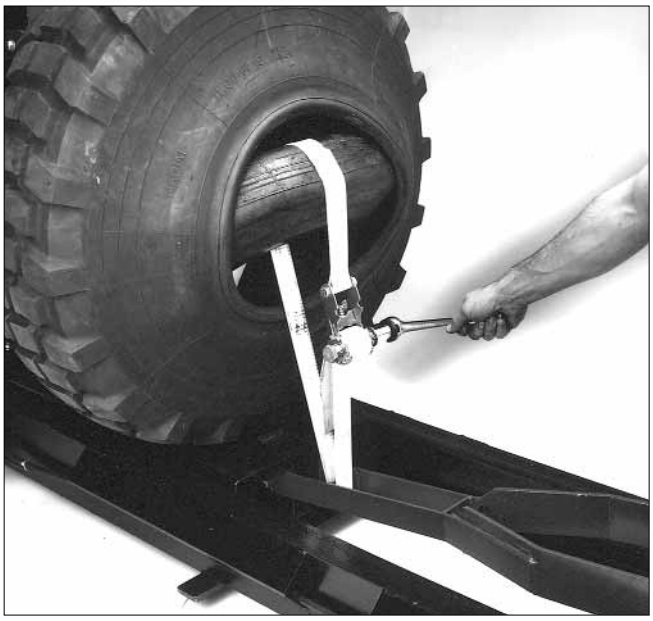
13. Rotate table to horizontal position and remove inner and outer tire from table.



14. Roll tire onto carriage platform and clamp bead into deepest "V" in jaws.

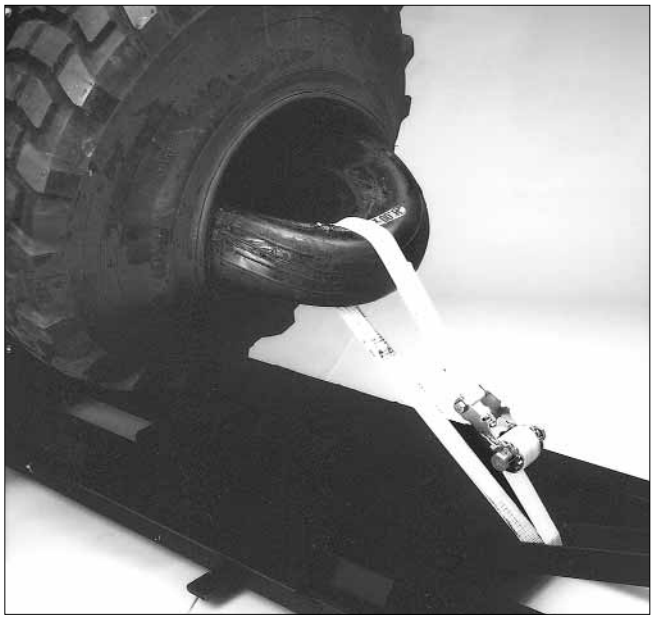
CAUTION

The hydraulic pressure regulator knob, located on the swinging pod front, should be set at minimum pressure. Also, care should be taken to ensure that the beads are not overly stretched.



15. Using the longest of the two nylon web straps, place the strap around the top of the inner tire and the cross brace of the table linkage. The carriage should be in the retracted position. Using socket and ratchet, tighten strap as shown.

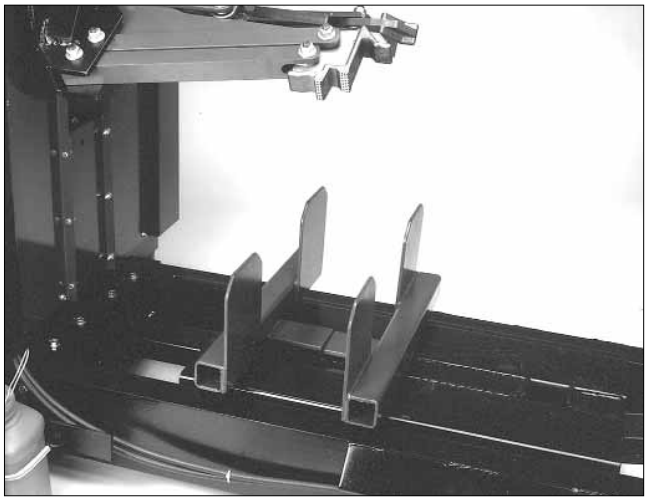
Note: The vertical cylinder should be lowered to a point where the tire just clears the carriage.



16. Move the carriage to the extended position, thus pulling the inner tire out of the outer tire. If the two tires are not separated when the carriage has reached its extended position, further travel can be reached by raising the vertical cylinder until the two tires are separated.

17. Remove the web strap from the inner tire, and remove the outer tire from the clamps of the machine.

Mounting



1. Place the two inner tire side plates into the carriage forward holes facing each other as shown above.

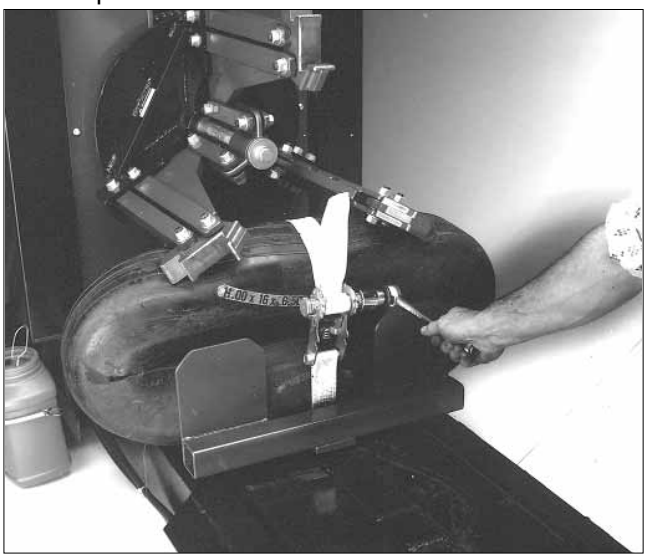
2. Place the shortest nylon web strap down on the center of the two side plates.

Note: Ensure that the ratchet end of the strap is to the outboard of the side plates and the flat side is facing up.

3. Roll the inner tire over the strap and between the two side plates. Ensure that the two slits in the inner tire are placed opposite one another and parallel to the ground.

4. Compress the inner tire by pushing down on it with the clamps.

Note: The jaws should be spread to a point that the arms are parallel to the ground. While compressing the inner tire, ensure that the inner tire is maintained in a vertical position.



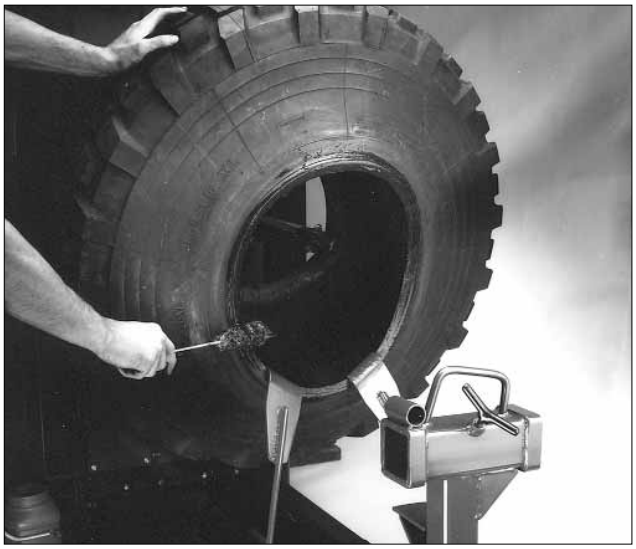
5. After the inner tire is compressed to its lowest point, place strap around inner tire and tighten with socket and ratchet as shown above.

6. Raise the clamps and remove the strapped inner tire from the side plates. Then remove the side plates from the carriage.

7. Roll the outer tire onto the carriage and clamp the bead into the deepest "V" in jaws.

⚠ CAUTION

The hydraulic pressure regulator knob, located on the swinging pod front, should again be set at minimum pressure. Also, care should be taken to ensure that the beads are not overly stretched.

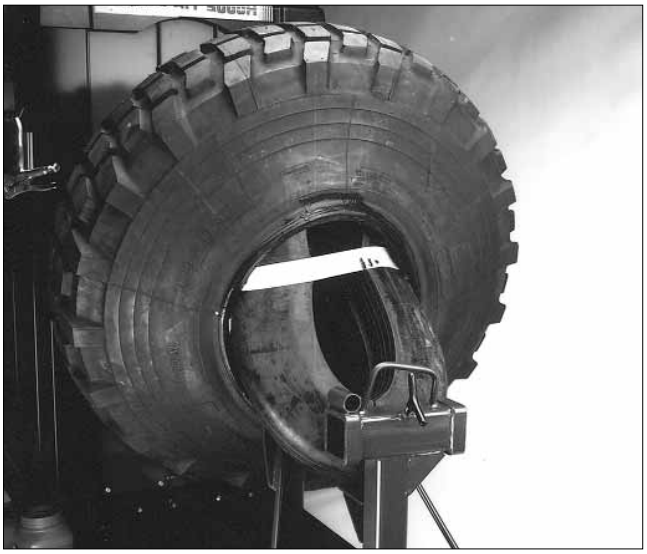


8. Place the two bead spreaders into the lower edge of the bead with the other end hooked into the openings of the tire ramps (angles welded to the side rails). Then, lift the tire up until the bead is spread open slightly.

Note: Apply a liberal amount of lube to the front bead of the outer tire and the edges of the spreaders in the area of the bead.

9. Place the combo tool "tee" into the carriage with the "tee" perpendicular to the carriage cylinder and platform on the side facing outer tire. Also, extend carriage.

10. Start inner tire into outer tire and place lower end onto platform on side of combo tool "tee".



11. Move carriage rearward, retract, and push inner tire into outer tire.

12. When inner tire is inside outer tire, use release rod by hooking over release bar on strap clamp as shown above.

13. After ensuring that everything and everyone is clear, release strap with quick pull on release rod.

WARNING

Inner tire will expand rapidly, and with much force. Ensure that release rod is used when releasing catch. FAILURE TO DO SO COULD RESULT IN SERIOUS INJURIES.

14. Remove short web strap from inside of outer tire.

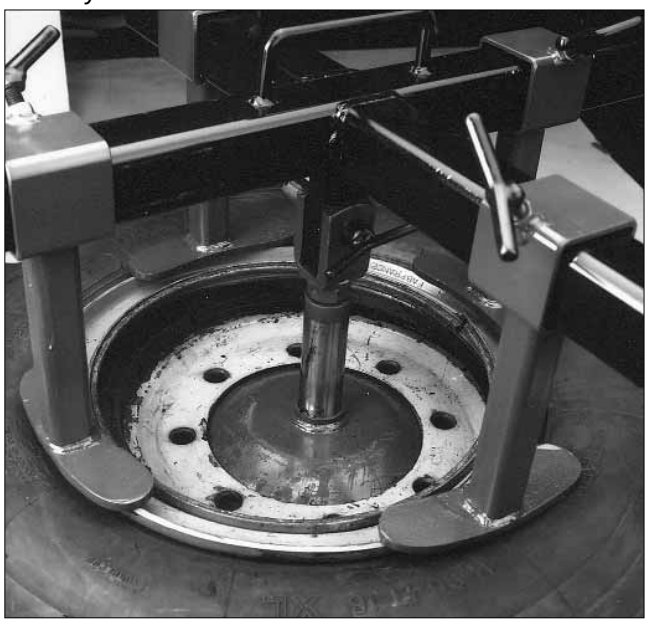
15. Lower both tires to carriage and remove from machine.

16. Extend carriage, rotating table to horizontal position.

17. Place rim over table top and tire over cylinder shaft. Apply liberal amount of tire lube to rim as shown above.

18. Extend table cylinder shaft fully. Now retract carriage cylinder and rotate table, tire and rim to vertical position.

19. Place retaining ring over cylinder shaft. Now install compressor onto clevis affixed to rod end of table cylinder.



20. Press both tires down over rim. Push tire down below lock ring groove.

21. Remove compressor and retaining ring.

22. Place rim seal down around rim and under bead.

23. Place retaining ring, and lock ring, on top of tire.

24. Install compressor onto clevis affixed to rod end of table cylinder.

25. Press retaining ring down on rim seal and outer tire bead down below lock ring groove.

26. Install lock ring and insure that it is down properly in lock ring groove.

27. Raise table cylinder and remove compressor.

28. Extend carriage cylinder rotating table to horizontal position.

29. Remove mounted tire from machine.

ALWAYS follow all applicable Local, State, and Federal Codes, Rules, and Regulations; such as the Federal OSHA Standard Number 1910.177.

NEVER seat beads or inflate a tire on the tire changer. The H.I.T. 5000H2 is not designed as a safety device or stand for bead seating or inflation.

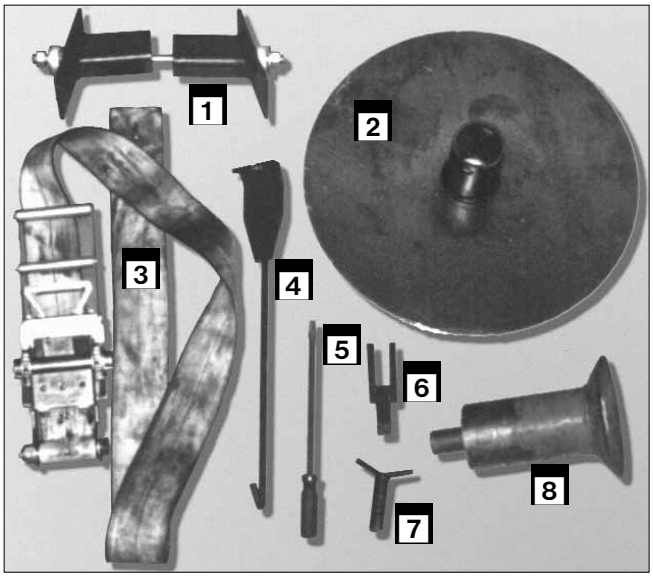
ALWAYS use an approved inflation chamber or inflation cage.

⚠ DANGER

Tire failure under pressure can be hazardous. Place the wheel inside an approved inflation chamber or cage before inflating. Use an approved remote inflation valve, hose, and gauge. ALWAYS wear safety goggles for eye protection. Do not stand beside the wheel or cage during inflation. Keep hands and other parts of the body out of the cage during inflation. Observe the tire pressure frequently. Do not exceed the manufacturer's recommended maximum inflation pressure. Failure to follow these instructions may cause the tire and rim to separate with tremendous force, resulting in serious personal injury or death.

Hutchinson LAV-III Military Tire

Extended Service Kit Items



Hennessy Model 8090011 (GM 10603931) - H.I.T. 5000H2 Tire changer with extended kit.

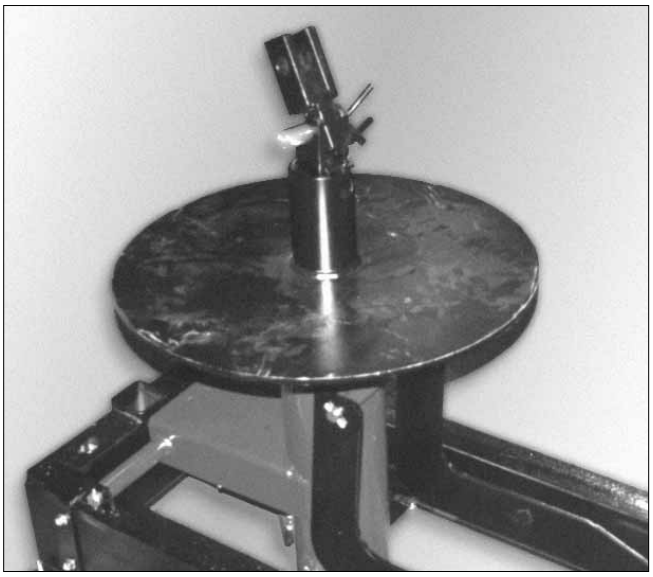
Hennessy Kit 183970 (GM 10603930) - Extended service kit ordered separately.

Item No.	Part No.	Qty.	Description
1	183959	1	Wing Set, LAV-III
2	183971	1	End Plate, LAV-III
3	183972	1	4" Strap & Buckle Assembly
4	183967	1	Spreader-Straight, LAV-III
5	184125	1	Screwdriver, KD Tool
6	184047	1	Yoke, Ram Extension
7	109626	1	Locking Pin, Cylinder Extension
8	110852	1	Offset Roller
	110829	3	Clamp Jaws, #183970 Kit only (not shown)

Note: Due to a design change, be sure to replace the jaws on a H.I.T. 5000H model older than 1993. New jaws are supplied in the 183970 kit. Also, replace the jaws on a 1993 or newer production H.I.T. 5000H model only if the ones on the machine are worn.

Demounting

1 . Place the support table over the ram at the end of the machine with the center shaft upward. Extend the ram slightly to keep it in place.



2 . Install the ram extension yoke, locking it and the plate in position with the extra clevis pin.

3 . Extend the carriage, moving the end plate into a vertical position.

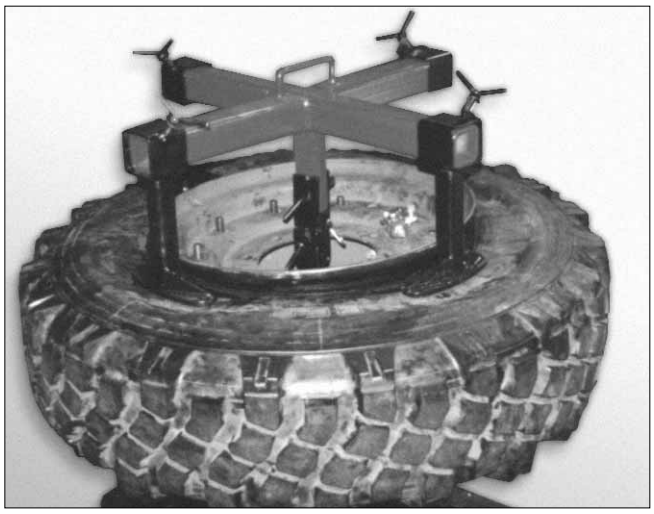
4 . Stand the wheel upright and walk it into place, against the end plate, with the wheel bolts facing outward.

5 . With another person holding the wheel in place, move the carriage in, bringing the end plate and wheel up into a horizontal position.

WARNING

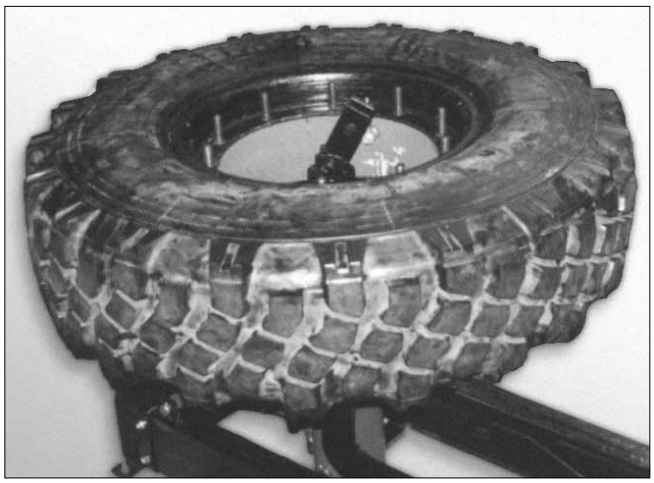
***ALWAYS* be aware of what each person is and will do before attempting any two-person operation.**

6 . Remove the pressure sensor tubing. Remove the wheel nuts.



7 . Extend the ram to full length, install the yoke extension, and tire compressor making sure that the legs will not catch on the edge of the rim.

8 . Actuating the ram downward, move the tire off of the bead seat.



9 . Remove the tire compressor and upper rim section.

1 0 . With another person holding the wheel in place, extend the carriage to move the wheel and end plate back to the vertical position.

WARNING

***ALWAYS* be aware of what each person is and will do before attempting any two-person operation.**

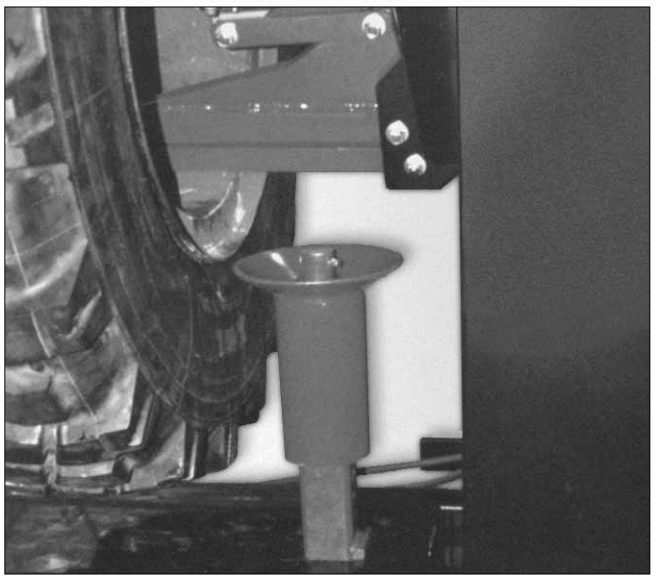
1 1 . Roll the wheel around and onto the carriage.

1 2 . Move the carriage inward to position the wheel with the jaws in the center. Expand the arms so that the outer notch in the jaws clamp onto the inner rim of the wheel.

CAUTION

Use care to avoid contact with the studs and air intake pipe, which can result in damage to the rim.

1 3 . Raise the wheel and place the super single/dual wheel roller assembly in the carriage hole closest to the body of the machine behind the tire.



14. Lower the wheel to the point where the roller assembly can be moved forward without catching on the rim.

15. Move the carriage out slowly while rotating the tire, which will move the tire and insert off of the rim.

16. Remove the rim from the tire changer and set aside.

17. Rotate the arms until one jaw is straight up.

18. Roll the tire and insert back onto the carriage. Lean the tire assembly away from the machine and move the carriage inward. When the tire is over the jaws, raise the arms until the top jaw securely hooks the bead of the tire.

19. Raise the tire and rotate until a second jaw has hooked the bead.

CAUTION

The hydraulic pressure regulator knob, located on the swinging pod front, should again be set at minimum pressure. Also, care should be taken to ensure that the beads are not overly stretched.

CAUTION

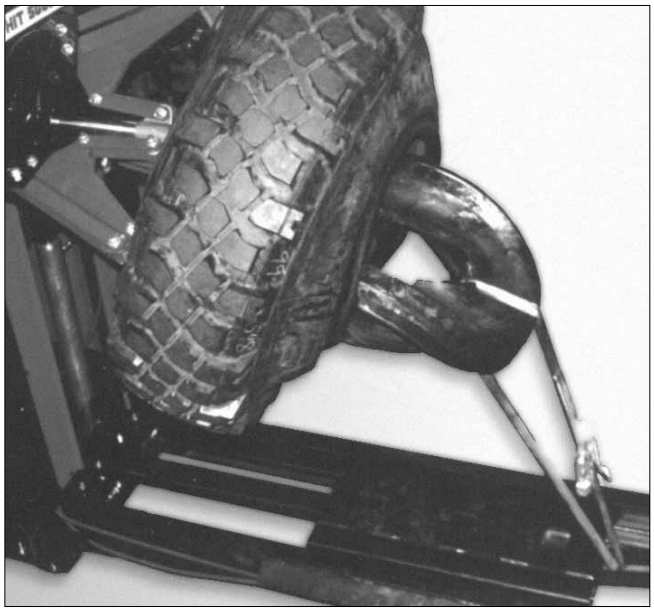
Always keep your hands out of the jaw area.

20. Expand the arms and move the last jaw into place. This may require using a screwdriver from the back to guide the last bead into a secure position.

21. When all three jaws are properly holding the bead, expand the arms as much as possible but not exceeding 1500 psi.

22. Move the carriage all the way in and lower the tire to the carriage.

23. Guide the 4 inch wide strap between the tire and the run flat insert at top dead center and loop it back through the center hole. Connect the strap around the forward cross bar on the machine's carriage.



24. Raise the tire to full height and move the carriage all the way out. If the insert does not come clear in one stroke, bring the tire down and the carriage in allowing the strap to be shortened. If the insert is almost out, take up some slack by rotating the tire two or three revolutions; twisting the strap.

CAUTION

Stand back when removing the run flat insert, which can clear the tire quickly.

25. Remove the tire from the machine by retracting the arms.

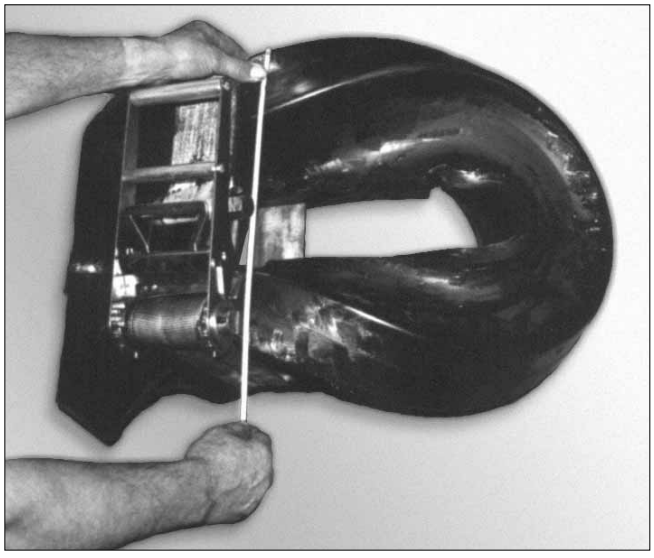
Mounting

1. Re-clamp a new tire onto the jaws of the tire changer.

2. Place the two bead spreaders into the lower edge of the bead with the other end hooked into the openings of the tire ramps (angles welded to the side rails). On a new tire this may be difficult. Also, a third bead spreader is provided that may be hooked between the bead and the carriage.

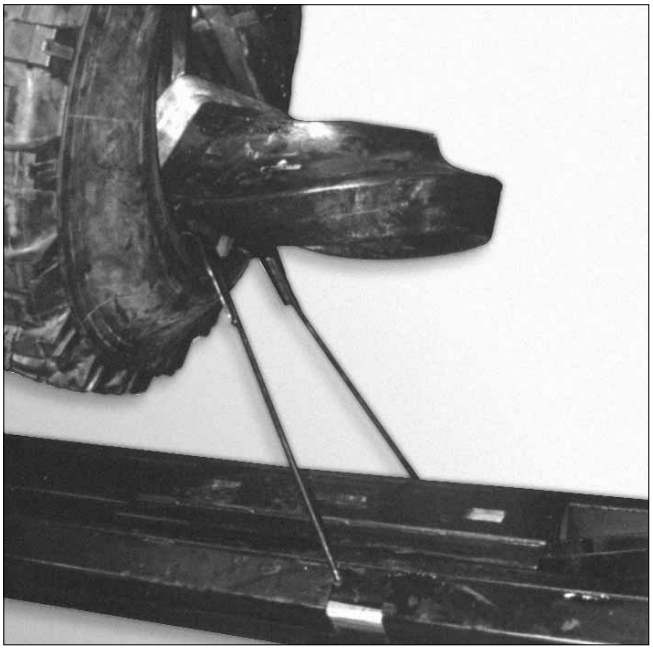
3. Then, move the carriage back until the bead is spread open slightly.

4. On the floor spread out the 4 inch wide strap with the buckle facing down. Lay the run flat insert on the strap as close to the buckle as possible and with one of the three relief grooves lined up on the strap. Bring the long end of the strap over the insert and install it in the buckle.



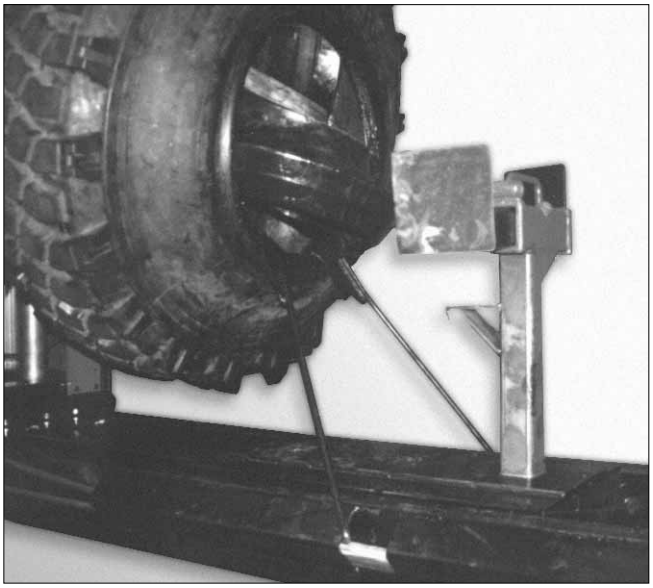
5. Working the handle on the buckle, draw the insert together allowing the sides to come up into a banana shape. Tighten the buckle until the widest part of the insert is at or close to 20 inches / 51 cm across. ***Note:*** The smaller the cross section, the easier it is to install the run flat insert into the tire.

6. Liberally grease the run flat insert and tire bead with an approved tire grease.



7. Lift the run flat insert and put one end in the tire far enough for the buckle to be beyond the bead of the tire. Rotate the insert until the buckle is facing down. **Note:** the larger end of the insert should be in the tire and at the top.

8. Install the 'T' arm in the carriage. Install the wing set guide into the 'T'.



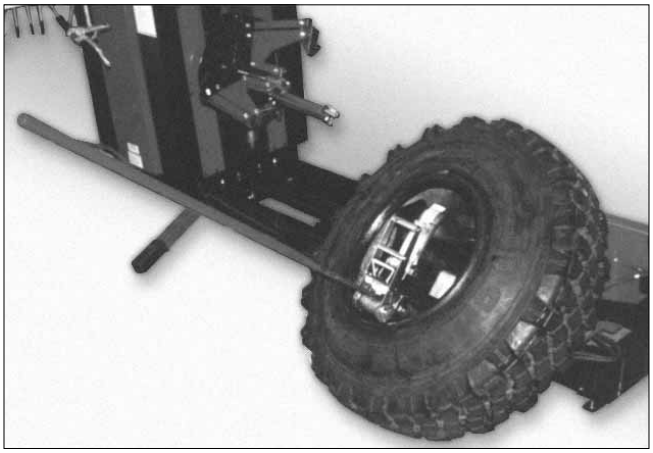
9. Move the carriage forward pushing the insert into the tire. Stop once the bottom edge of the insert is past the edge of the bead.

10. Move the carriage back out allowing the insert to drop fully into the tire. ***Note:*** This may require adjusting the height of the tire while moving the carriage inward.

11. Remove the 'T' arm from the carriage.

12. Move the carriage back into the machine and lower the tire assembly onto the carriage.

13. Release the jaws by collapsing the arms. Remove the tire assembly from the tire changer.



14. Lay the tire and insert on the floor with the strap buckle facing up and use the long tire bar to release the lock on the strap.

⚠ CAUTION

Do not attempt to release the lock by hand. The run flat insert expands rapidly.

15. Re-clamp the large rim section onto the tire changer.

16. Clean the rim thoroughly and remove any light nicks in the metal. Significant damage may require the replacement of the wheel.

17. Liberally grease the rim to aid in the installation of the tire and insert assembly.

18. Roll the tire back onto the carriage.

19. Move the tire to the rim, leaning the tire slightly towards the rim.

20. Lift the rim, catching the insert and then the tire.

⚠ CAUTION

Damage to the insert may occur if care is not taken to clear the edge of the rim.

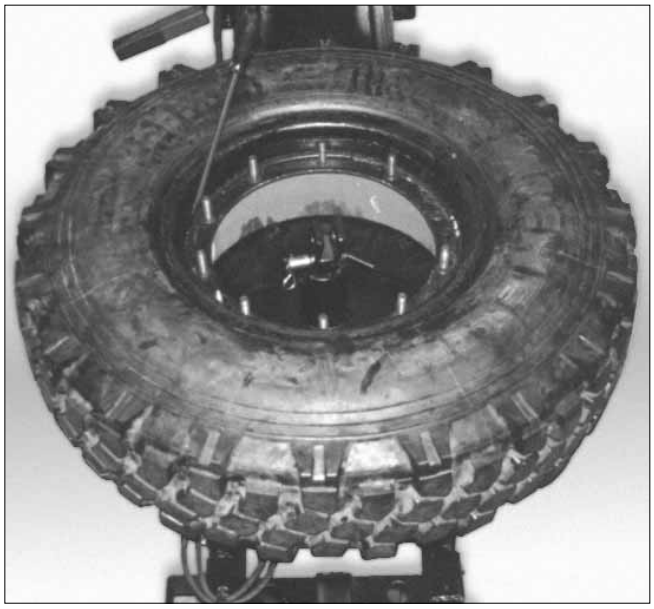
21. Keep pressure on both sides of the tire, while rotating the tire and rim slowly, until the tire and insert are on the rim. This may require using the screwdriver to guide the last part of the insert into place.

22. Remove the tire and rim assembly from the tire changer's jaws and then move the wheel to the end of the machine.

2 3 . Extend the carriage, moving the end plate into a vertical position.

2 4 . Stand the wheel upright and walk it into place, against the end plate, with the wheel bolts facing outward.

2 5 . With one person holding the wheel in place, move the carriage in, bringing the end plate and wheel up into a horizontal position.



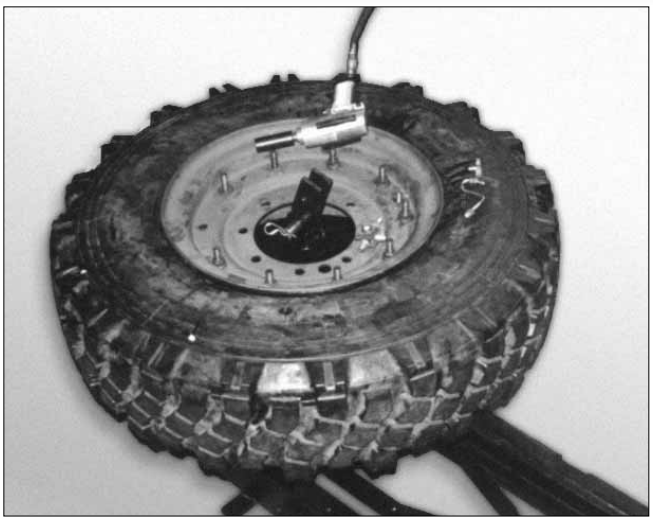
CAUTION

Be careful not to cut the insert or bend the rim flange when clearing the edge of the rim.

2 6 . Use the screwdriver to guide the second edge of the insert, which has a recess inside, over the lip of the rim.

2 7 . Install a new seal in the lower rim section using liberal amounts of tire grease.

2 8 . Place the second rim section on top of the assembly.



2 9 . Draw the sections together using a cross pattern on the wheel bolts. Torque to wheel manufacturer's specifications.

3 0 . With someone to stabilize the wheel, extend the carriage to move the wheel and end plate back to the vertical position.

3 1 . Remove mounted tire from machine.

ALWAYS follow all applicable Local, State, and Federal Codes, Rules, and Regulations; such as the Federal OSHA Standard Number 1910.177.

NEVER seat beads or inflate a tire on the tire changer. The H.I.T. 5000H2 is not designed as a safety device or stand for bead seating or inflation.

ALWAYS use an approved inflation chamber or inflation cage.

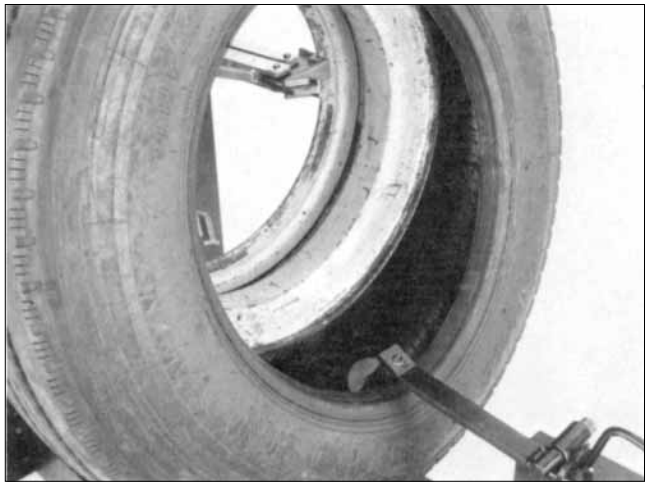
DANGER

Tire failure under pressure can be hazardous. Place the wheel inside an approved inflation chamber or cage before inflating. Use an approved remote inflation valve, hose, and gauge. ALWAYS wear safety goggles for eye protection. Do not stand beside the wheel or cage during inflation. Keep hands and other parts of the body out of the cage during inflation. Observe the tire pressure frequently. Do not exceed the manufacturer's recommended maximum inflation pressure. Failure to follow these instructions may cause the tire and rim to separate with tremendous force, resulting in serious personal injury or death.

Tire Spreading

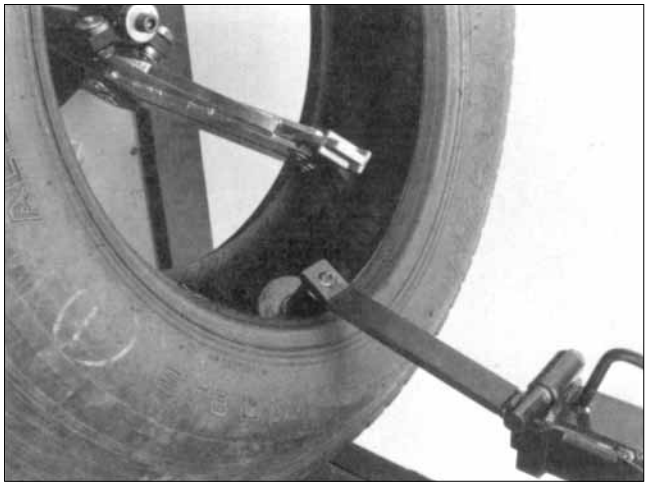
There are two methods of spreading the tire with the roller tool.

Method A:



1. With the first bead removed, hook the roller tool over the outer bead and move the tool away from the rim to spread the beads and gain access to the inside of the tire.

Method B:



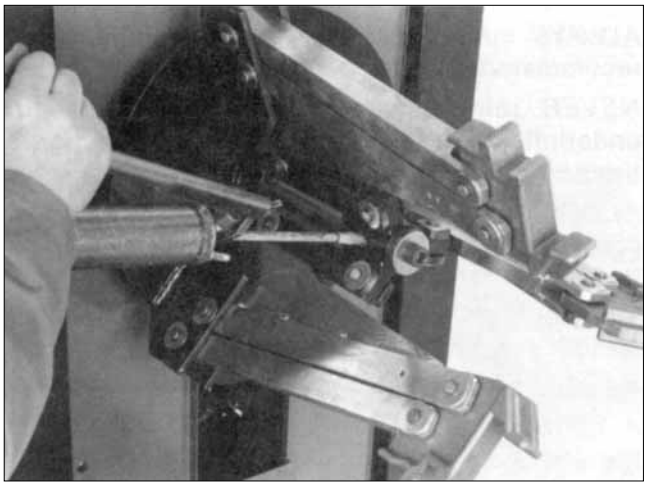
1. With the tire completely demounted and the rim removed from the clamps, hook the inner bead over the clamps and the roller tool over the outer bead. Move the tool away from the inner bead to gain access to the inside of the tire.

Note: The wheel can be rotated with the roller tool still in place, but the tool should be moved toward the wheel slightly. This will relieve some of the pressure on the bead, thus avoiding any damage, which might occur from over stretching the bead.

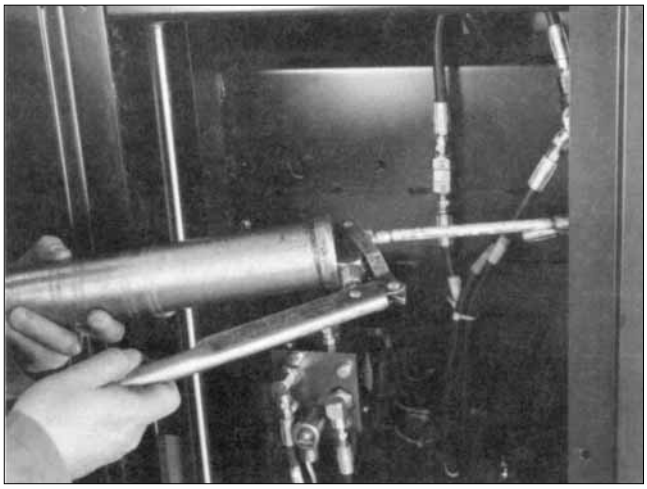
⚠ DANGER

Tire failure under pressure can be hazardous. Place the wheel inside an approved inflation chamber or cage before inflating. Use an approved remote inflation valve, hose, and gauge. ALWAYS wear safety goggles for eye protection. Do not stand beside the wheel or cage during inflation. Keep hands and other parts of the body out of the cage during inflation. Observe the tire pressure frequently. Do not exceed the manufacturer's recommended maximum inflation pressure. Failure to follow these instructions may cause the tire and rim to separate with tremendous force, resulting in serious injury or death.

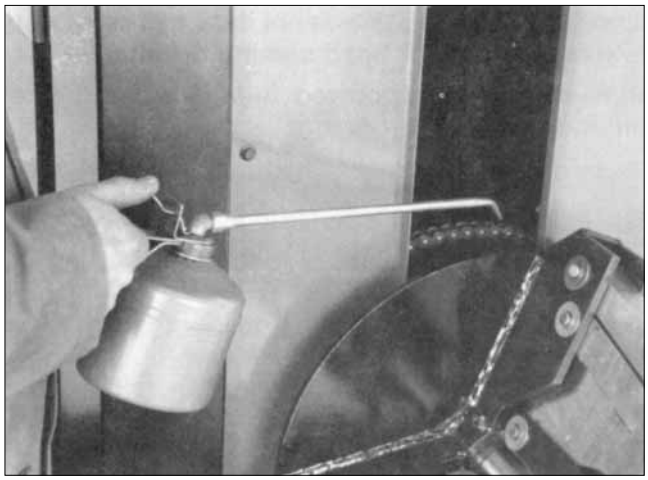
Maintenance



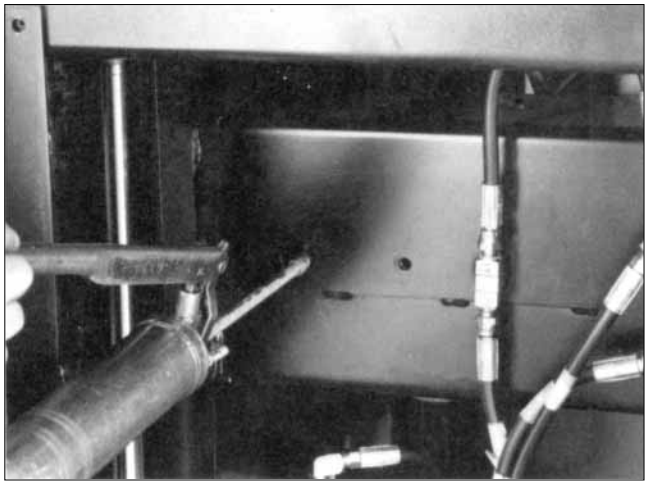
1. Using a grease gun and chassis grease, lubricate chuck hub bushing once every month.



2. Remove the side panels and lubricate the four posts that guide the carriage up and down. Also, with a grease gun, lubricate the bushing sprocket tube. Lubricate these parts at lease once every month.



3. Using a grease gun and chassis grease, lubricate the disk shaft on the bead roller tube once every month.



4. Grease chain and check the tension once every month and adjust if necessary.

5. Check hydraulic reservoir once every week. With all hydraulic cylinders retracted, the oil level should be approximately two inches below the top of reservoir. Add COATS hydraulic oil (P.N. 120454) to this level.

6. Change the oil filter once every six months. Screw off the filter and replace with service part number 001631.

Notes

Truck Tire Changer Warranty Policy

The COATS Company warrants the H.I.T. 5000H2 Truck Tire Changer to be free of defects in workmanship and material for a period of twelve (12) months from the date of installation. Labor will be covered by the COATS Company for a period of 90 days from the date of installation.

Upon inspection by COATS Company or its authorized representative, any defect in workmanship and/or material within the warranty period will be:

Replaced in the field by the user, parts supplied free of charge by the COATS Company, LaVergne, Tennessee, for the first 12 months of operation. Labor is covered by the COATS Company for the first 90 days of operation.

This warranty is in lieu of all other warranties, expressed or implied, and of all other obligations and/or liabilities, and no person is authorized to make any other representation or assume any other obligation on behalf of the manufacturer.

This warranty shall not apply if damage is due to accident, negligence, alteration, abuse or misuse, worn parts, installation by unlicensed electrician, or has not been operated in accordance with the manufacturer's instructions for operation. Parts replaced under warranty will assume the remainder of the unit's warranty period. Only parts and accessories manufactured by the COATS Company will be warranted as stated above and this warranty shall not apply to the tire changer or any parts thereof if parts and accessories not manufactured by COATS Company are used as replacements for or in substitution of COATS Company manufactured parts and accessories.

To validate warranty:

1 . A licensed electrician must install all electrical requirements and sign the attached warranty registration card.

2 . The owner must fill out the post-paid warranty registration card and return it to COATS Company within thirty (30) days of installation.

Failure to perform 1 above will void warranty coverage on electrical and hydraulic components. Failure to perform 2 may void entire warranty.

Service Policy

Upon recognition of a problem, review the **Maintenance Instructions** and **Service Manual**.

If further assistance is required, call:

(800) 688-6359
or
your nearest
Hennessy Regional
Office

The COATS Company will supply a replacement part-no charge- when it is determined by the factory or an authorized representative that the part is defective in workmanship and/or material and is covered by the warranty policy. The owner has the option to send the defective part to the COATS Company for inspection, repair or replacement. All returns to the factory must be authorized by the COATS Company prior to return. Freight to the factory will be paid by the owner. If the machine is serviced by COATS authorized personnel, labor charges will be covered for a period of 90 days after the date of installation.

© Copyright 2000 Hennessy Industries and COATS All Rights Reserved Printed in USA